

#OurCountyLA



Our County

Transportation and People: An 'Our County' Workshop

July 27, 2018

The Team

Consultant Team



Topic and data collection and analysis leadership and stakeholder engagement co-leadership



Stakeholder engagement
co-leadership



Topic expert: **open space**



Topic expert: **housing and economy
and workforce development**
SE support



Advisors



Topic expert: **health and
wellbeing**



Topic expert:
transportation



Topic expert: **air quality**

Los Angeles County Chief Sustainability Office



The Chief Sustainability Office provides comprehensive and coordinated policy support and guidance for the Board of Supervisors, County departments, the unincorporated areas, and the region to make our communities healthier, more liveable, economically stronger, more equitable, more resilient, and more sustainable.

The Plan

The County's Aims

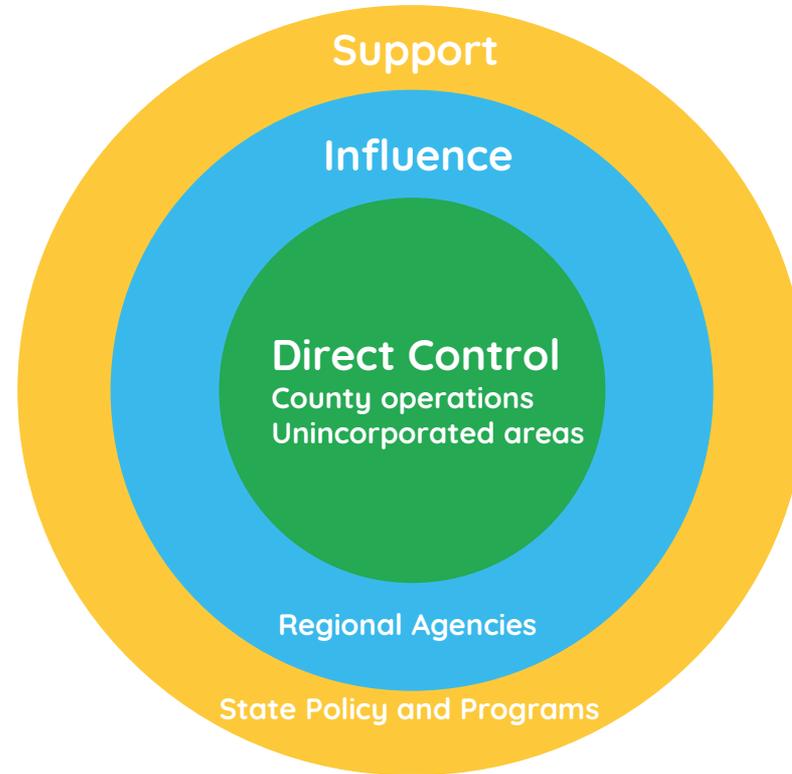
The plan should be:

- Aspirational, Comprehensive, Long-Term, Regional, Actionable

The task:

- Develop a comprehensive framework for County and City sustainability initiatives
- Serve as template for local cities when preparing sustainability/climate action plans
- Prepare the region to be competitive for funding

The County's Sphere of Influence



Countywide Sustainability Plan Framework

- Water
- Energy
- Climate
- Air Quality
- Land Use and Transportation
- Open Space, Recreation and Habitat/Biodiversity
- Resource Recovery and Waste Management
- Public Health and Well-Being
- Economy and Workforce Development
- Housing



**Equity &
Resilience
woven
throughout**

Organizing Principles



Nurturing Healthy Communities



Cultivating a Just Economy



Fostering a Healthy Relationship with the Environment



Making It Happen

Stakeholder Process and Today's Agenda

Stakeholder Engagement Equity Statement



Equity

Goal

Reduce disparities across geographies due to race, class, gender, and other social differences

Strategy

Commit resources to include those often left out of policy and planning discussions

Indicators

Distributional	Actions that repair current and historical imbalances
Procedural	Participatory decisionmaking with vulnerable communities
Transformational	Strategies securing future benefits for at-risk populations

Stakeholder Engagement Plan



Stakeholder Engagement Timeline



Today's Team Leaders



Stakeholder Engagement

- UCLA: Laurel Hunt & Ari Simon
- Liberty Hill: Michele Prichard & Ben Russak
- Estolano LeSar Advisors: Richard France

Data & Analysis and Topic Teams

- UCLA: Jaimee Lederman
- BuroHappold: Christopher Rhie

Today's Agenda



10:10 **Welcome**

- Welcome (Kristen Torres Pawling)
- Workshop Overview (Michele Prichard)
- Our County Transportation Opportunities (Jaimee Lederman)

10:40 **Cross-Cutting Topic Sessions**

12:00 **Reconvene and Report Back**

12:30 Lunch Break

1:15 **Focus Groups**

3:00 **Dot Voting on Strategies**

3:15 **Wrap Up and Evaluation** (Gary Gero and Michele Prichard)

Vision

A core value or values at the heart of the plan – the “why”

Goals

Broad, aspirational statement of what we want to achieve

Strategies

Approach or approaches that we take to achieve a goal (strategies may support multiple goals)

Actions

Specific policy, program, or tool we take to achieve a strategy

PERFORMANCE MONITORING

Indicators

Quantitative measures used to assess performance on a regular basis

Targets

Levels of performance that are sustainable

Key Terms



Vision

A core value or values at the heart of the plan – the “why”

Goals

Broad, aspirational statement of what we want to achieve

Strategies

Approach or approaches that we take to achieve a goal (strategies may support multiple goals)

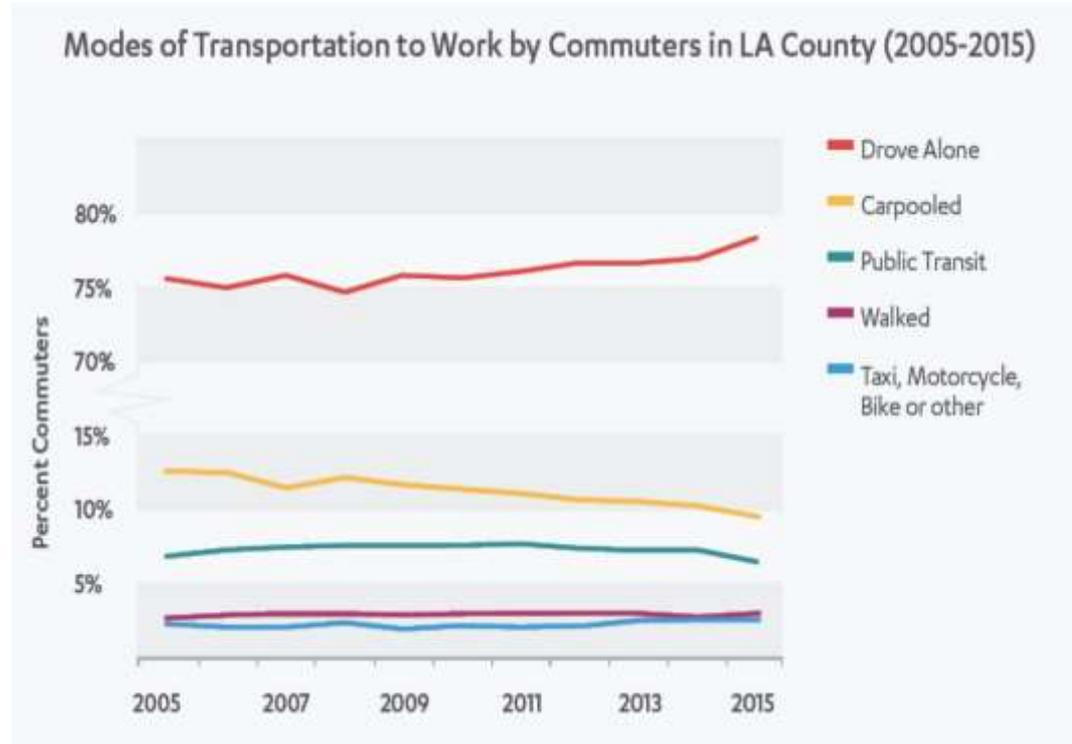
Today's Focus

LA County Transportation Overview

What We Know About How We Travel



- In 2015, 3.5% more people reported driving alone and 2.4% fewer people reported carpooling compared to 2005.
- Public transit use increased from 2005 to 2011, but decreased from 2011 to 2015.
- Key driver of this trend is increased access to vehicles by lower income residents



Federico, F., Rauser, C., & Gold, M. (2017). 2017 Sustainable LA Environmental Report Card for Los Angeles County: Energy & Air Quality. Data from 2015 American Community Survey.

Commuter Travel Time by Mode

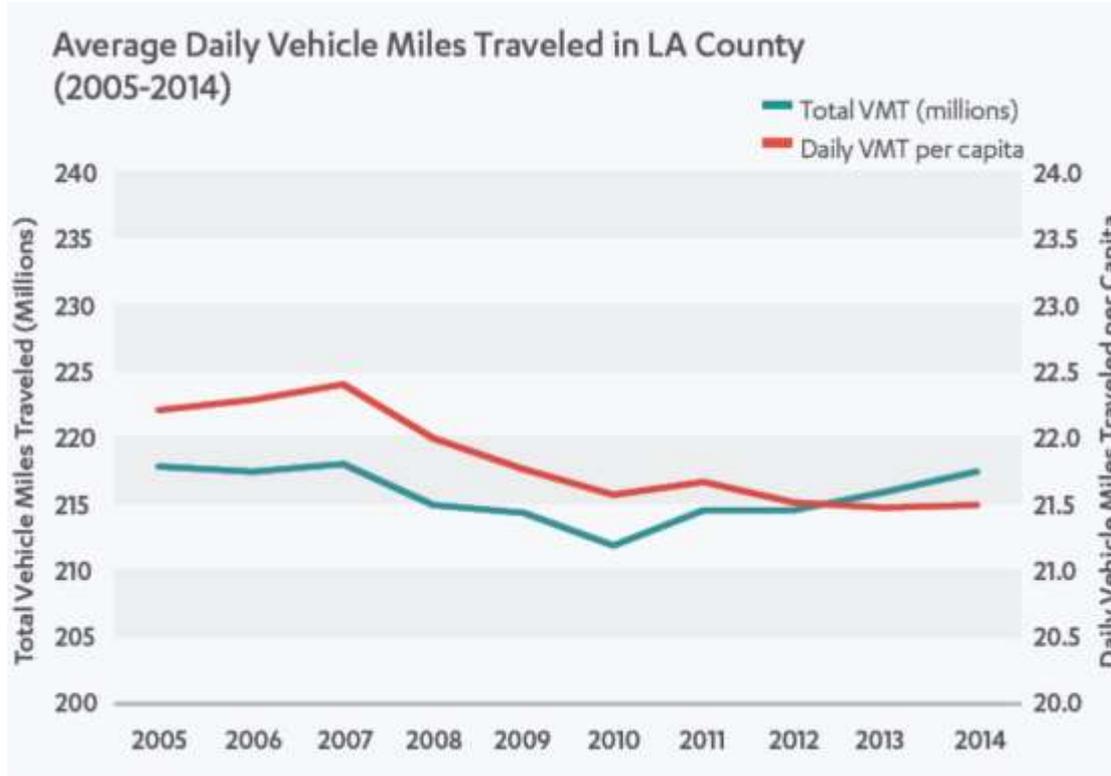


- The mean commute time in 2015 was 31 minutes, which was about a 3% increase from the 2013 mean commute of 30.0 minutes.
- Average commute time by public transportation greatly exceeds the commute time for other modes, a figure that is in line with other major urbanized areas.

Los Angeles County Travel Times and Modes of Transportation to Work (2015)						
Source: ACS						
	Total	Drove Alone	Carpooled	Public Transportation (excl. taxicab)	Walked	Taxicab, motorcycle, bicycle, or other means:
Workers 16 years and over	4,454,851	3,489,716	426,493	287,562	133,636	117,444
0-19 minutes	31%	31%	28%	9%	77%	44%
20-59 minutes	55%	57%	57%	52%	22%	43%
60 or more minutes	13%	12%	15%	39%	1%	13%
Mean travel time to work (min)	30.9	29.8	32.6	50.3	--	--

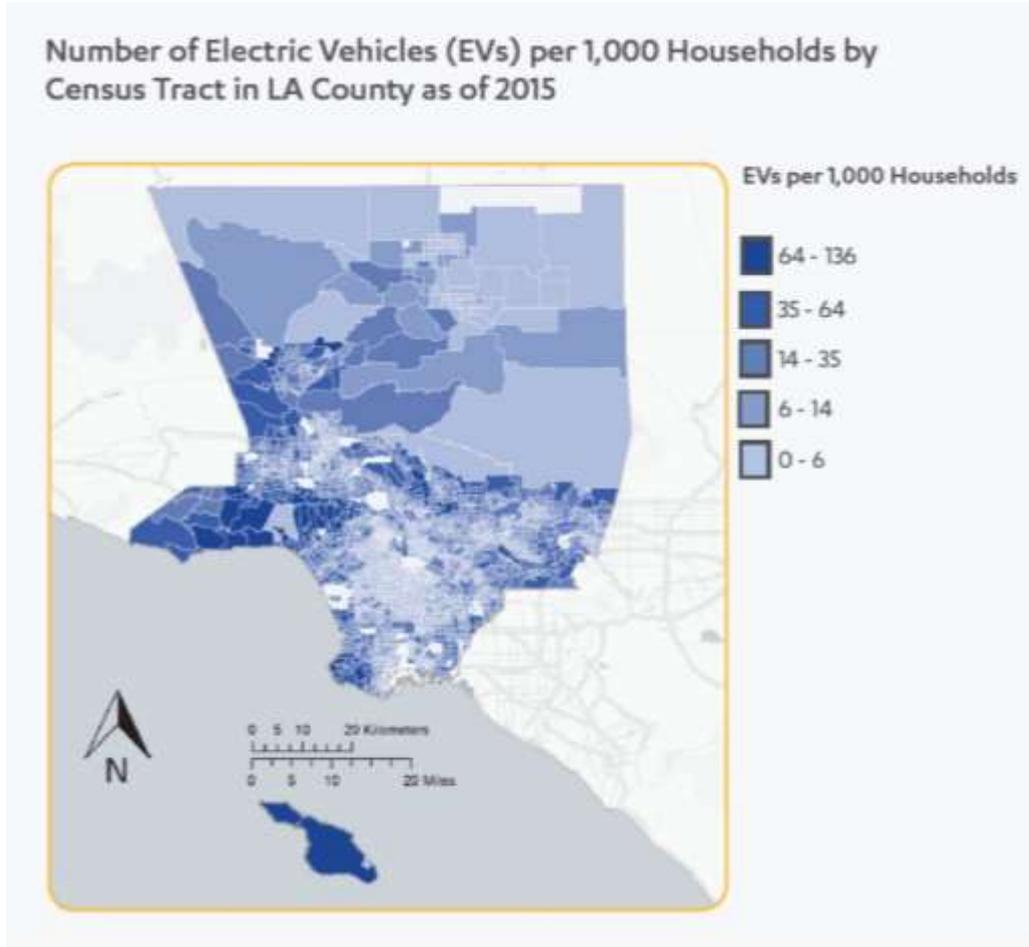
Federico, F., Rauser, C., & Gold, M. (2017). 2017 Sustainable LA Environmental Report Card for Los Angeles County: Energy & Air Quality

Vehicle Miles Traveled and GHG Emissions



- Private and freight vehicle travel accounted for **33.5%** of L.A. County's GHG emissions in 2010 and is rising
- Regional truck vehicle miles traveled (VMT) are estimated to increase by over 80% by 2035, relative to a 2008 baseline, growing from 6.8% of total VMT in 2008 to 10% by 2035.

Electric Vehicles



Federico, F., Rauser, C., & Gold, M. (2017). 2017 Sustainable LA Environmental Report Card for Los Angeles County: Energy & Air Quality

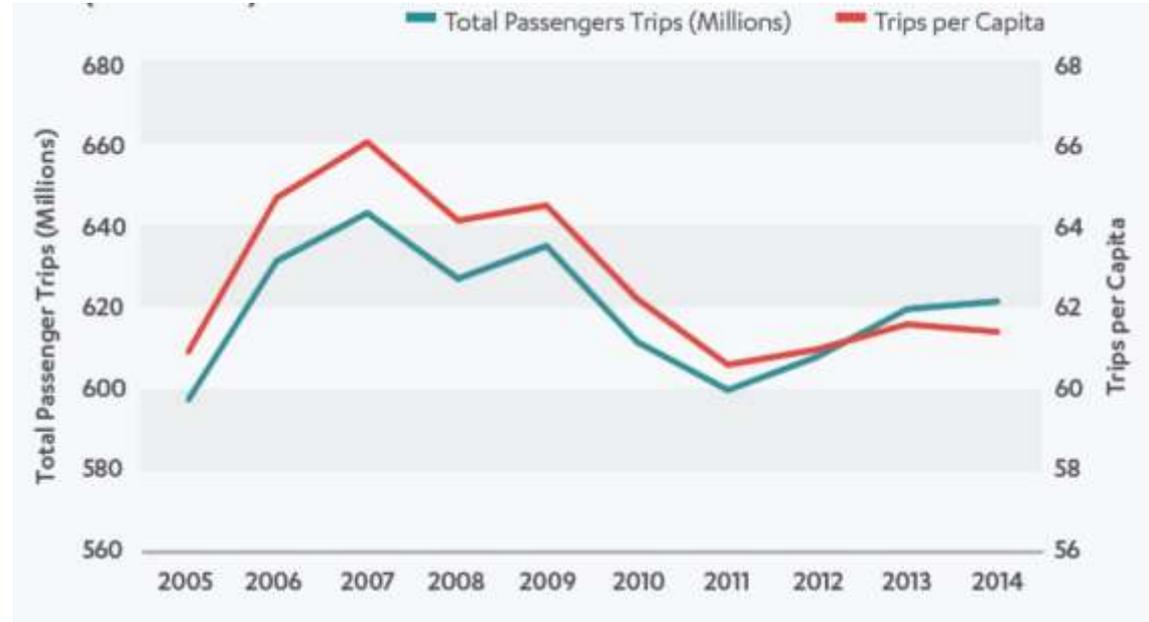
Transportation Costs

- For a typical household in the Los Angeles/Long Beach/Anaheim area, with an annual income of \$60,252 and 1.28 commuters per household, transportation costs accounted for \$12,292 annually in 2016.
- Generally, transportation costs increase as housing costs decrease.

Transportation costs as a percentage of total income for selected regions		
	21%	San Diego County
Los Angeles Metropolitan Region	20%	
	15%	Chicago
San Francisco	11%	
	9%	New York City

Transit Ridership is Decreasing

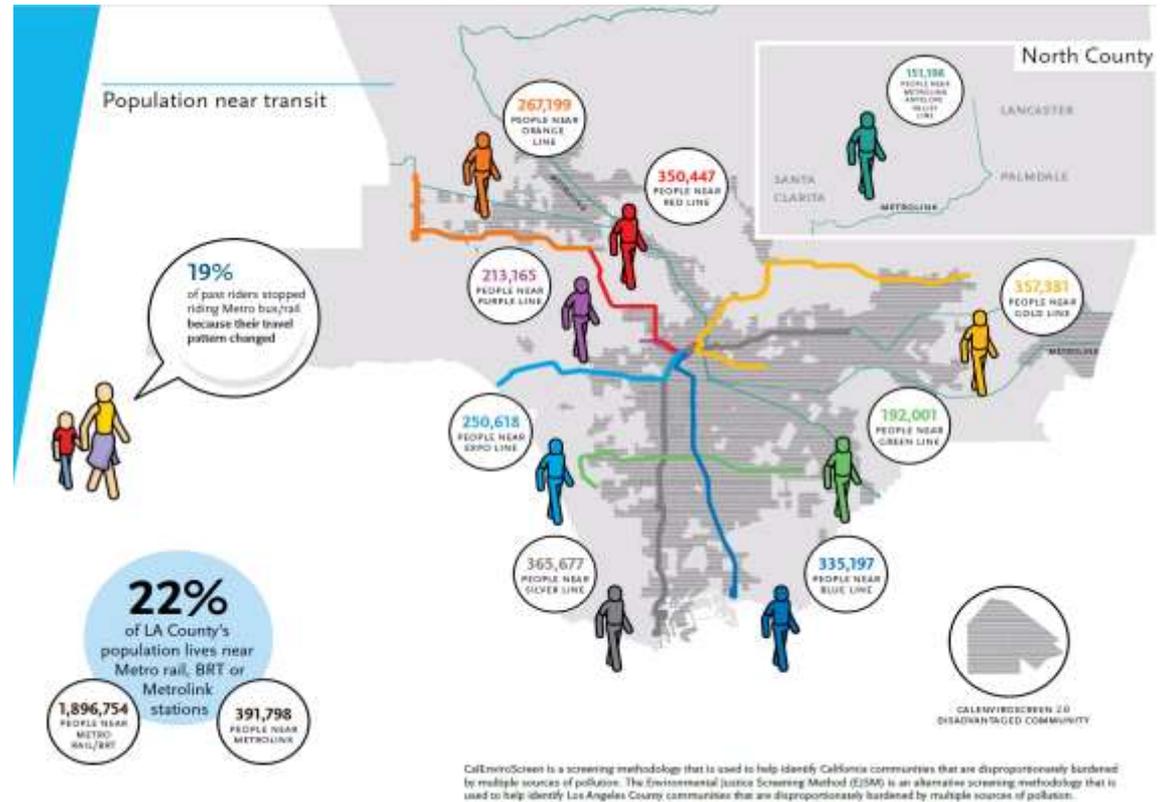
- Passenger trips decreased by 3.4% since reaching a peak of 642.8 million passenger trips in 2007.
- Rail ridership steady
- Bus ridership
 - Metro: declined 12% between 2008-2015
 - Municipal Operators: declined 8% between 2008-2015



Annual Passenger Trips in LA County (2005-2014)

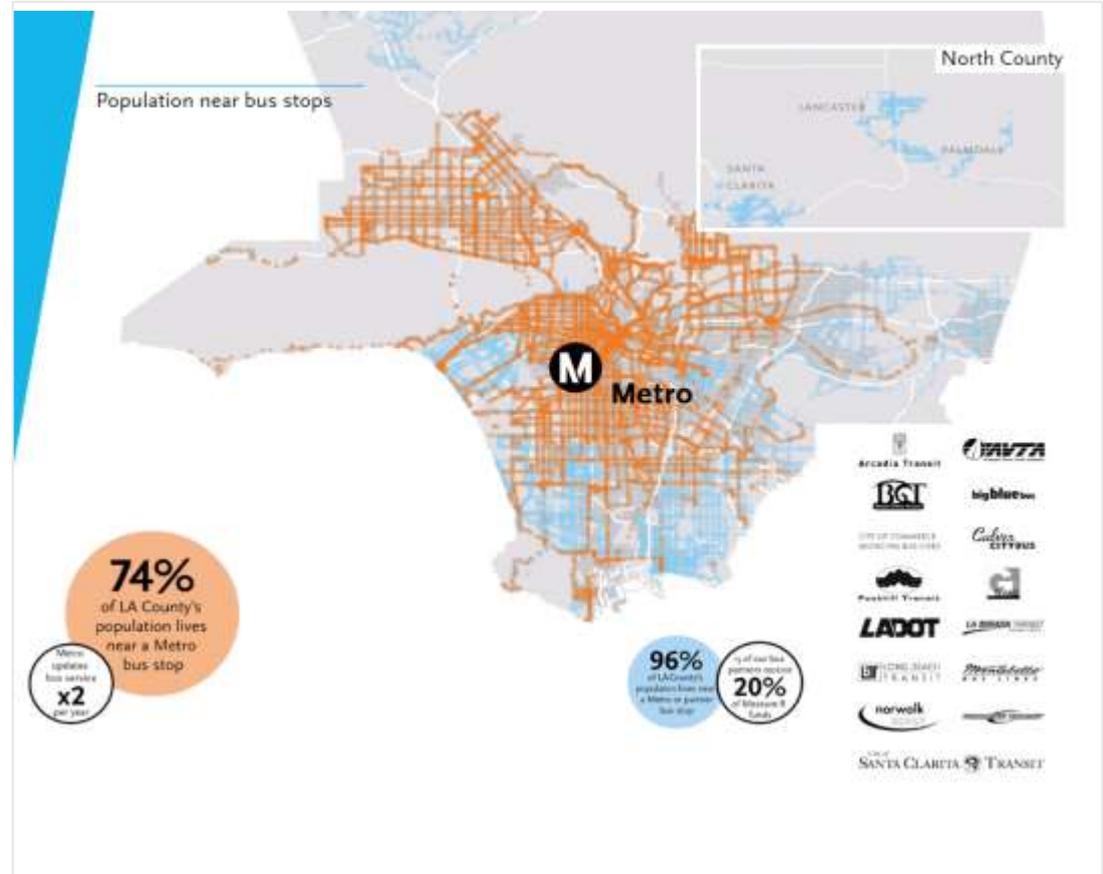
Access to Transit: Rail

- Approximately 40% of jobs in L.A. County are within a half-mile of Metro rail, BRT, or Metrolink stations.

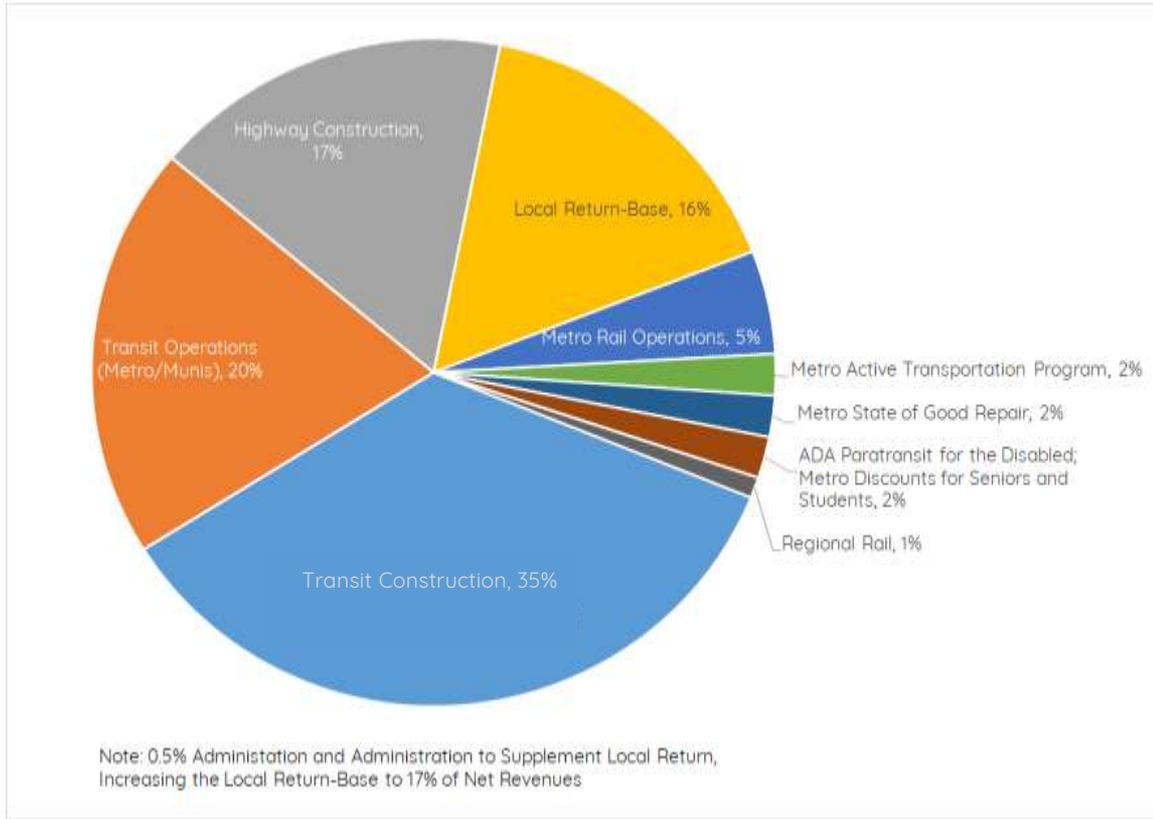


Access to Transit: Bus

- The local bus network carrying the majority of daily transit trips, but only 41% of County residents live within a quarter-mile of high-frequency bus stops.



New Transportation Investment



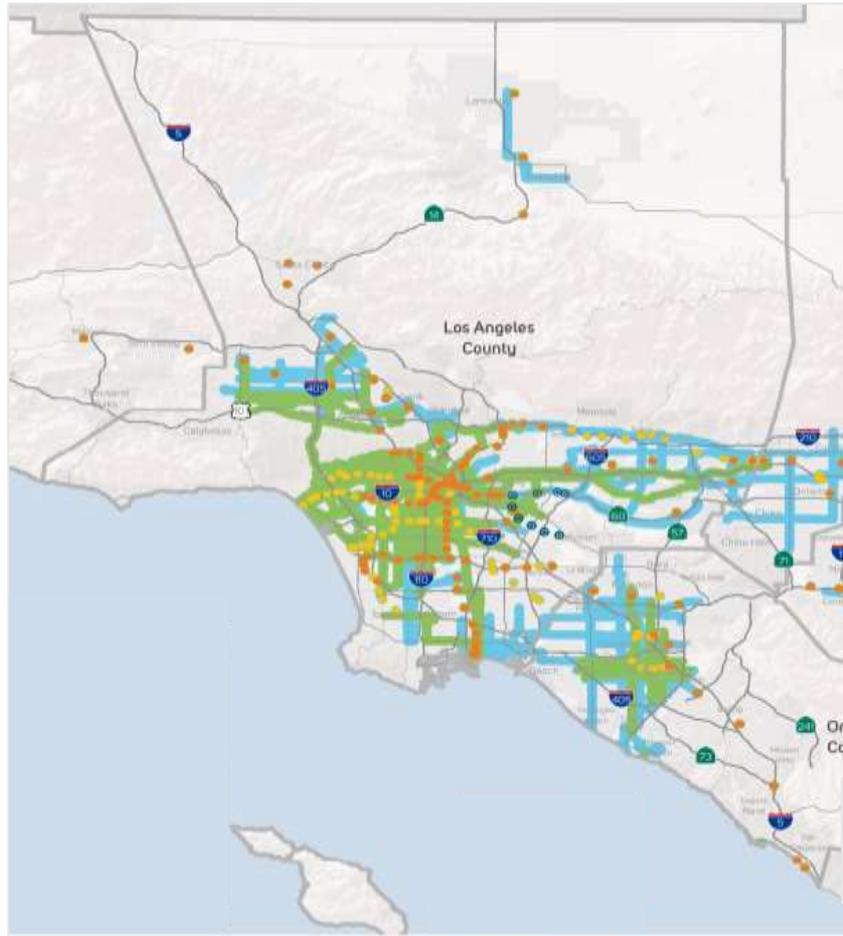
- Local return funds go directly to municipalities for flexible spending
- SB1 - 12 cent per gallon gas tax increase will provide \$52 billion statewide over the next decade

Measure M Expenditure Plan (\$133.6 B over 30 years)

Planned Projects



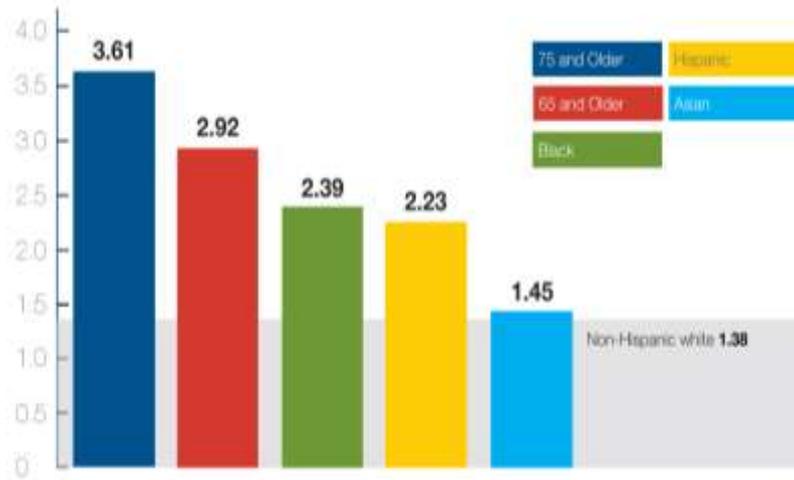
Transit Oriented Communities



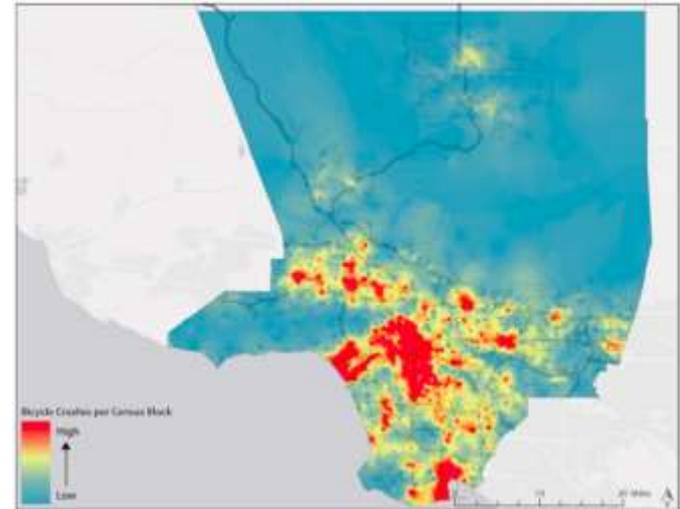
- Increase in housing near transit
 - 12,200 housing units added within ½ mile of stations between 2009 and 2015
 - 25% of all multi-family units built in 2008 and 2015 were within ½ mile of transit

Active Transportation and Safety

- In 2015, 3% of L.A. County commuters walked to work, and less than 1% of residents commuted regularly by bicycle, although the absolute number of cyclists (47,075) was nearly double that of 2005 (25,477).



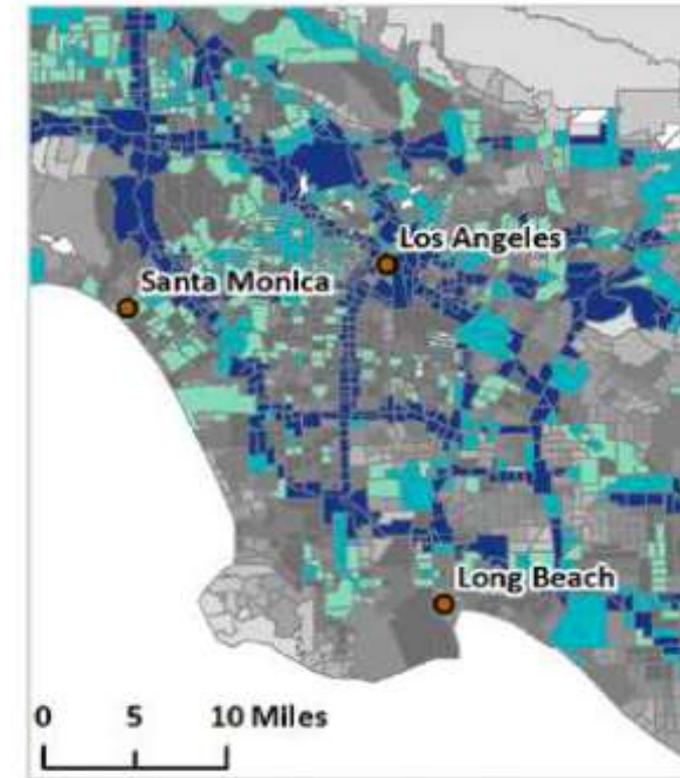
Pedestrian Fatality Rate per 100,000 Persons by Race and Age



Heat Map of Cyclist Crashes in Los Angeles County

Congestion

- Congestion costs the L.A. metropolitan region economy \$13.3 billion in lost productivity in 2014 or \$1,711 for each peak hour commuter
- Congestion is reflective of a healthy economy



Traffic Density in Greater Los Angeles

Source: Cal EnviroScreen 3.0

Freight Impacts on Air Quality

- The San Pedro Bay Ports Clean Truck program, led to a 97% decrease in diesel particulate matter from trucks and a 91% decrease in sulfur oxides from 2005 to today.
- The I-710 goods movement corridor is home to communities that are made up of 90% people of color and have some of the County's lowest human development scores.



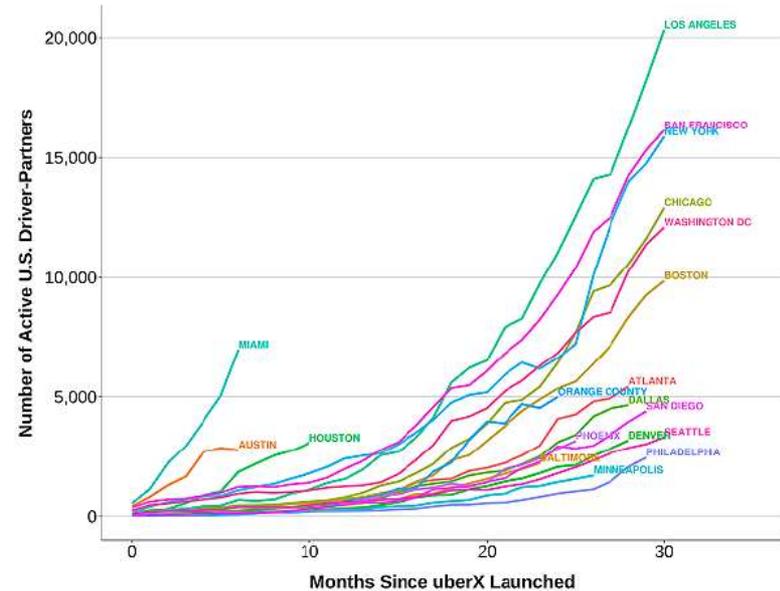
Source: <https://www.metro.net/projects/i-710-corridor-project/>

New Mobility: Promises and Challenges



- Ride Hailing
 - During each month in fall 2016, L.A. County customers hailed an average 2.1 million Lyft trips per month.
- Bike and Scooter Sharing
 - Governance challenges to integrate
- Autonomous Vehicles
 - Unknown impacts, but will likely require policy interventions

Total Active Uber Drivers Over Time (by US City)



Krueger, Alan B., and Jonathan V. Hall. "An Analysis of the Labor Market for Uber's Driver-Partners in the United States." Princeton University Industrial Relations Section Working Paper 587 (2015).

The Role of the County in Transportation



- While the County is not a major transit provider, the five County Supervisors make up a portion of Metro’s 13-member Board of Directors. Given the limits of its direct control, **the County primarily seeks to influence and support regional initiatives in order to achieve its sustainability goals.**
- The County of Los Angeles has relatively little direct control over the region’s transportation system.
 - The Department of Public Works manages roadways in unincorporated areas and operates the Unincorporated County of Los Angeles Transit Services.
 - The County of Los Angeles has limited influence over the region’s ports.

A Sampling of Local and Regional Transportation Policies



California	SB 375 (2008) CARB sets regional targets for GHG emissions reductions percent change in per capita passenger vehicle emissions relative to 2005. As of October, the targets for the Southern California Association of Governments will be -8% by 2020 and -19% by 2035. .
California	SB 535 (2012) Under the bill, polluters pay into a Greenhouse Gas Reduction fund that distributes millions of dollars to projects in cleaner freight, affordable housing near transit, and public transit.
California	SB 743 (2013) Creates exemptions from the California Environmental Quality Act for projects in areas served by transit.
California	Executive Order B-32-15 Directed State departments to create the California Sustainable Freight Action Plan, “that establishes clear targets to improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California’s freight system.
California	AB 73 / SB 540 (2017) AB 73 provides incentives for local governments incentives to create housing on infill sites near public transportation; the new developments will be approved through a streamlined review process and are not subject to project-specific legal challenges under CEQA. SB 540 rewards developers who agree to construct buildings where 30% of units will be sold or rented to moderate-income households, 15% to lower income households, and 5% to very low-income households, representing a legal tool for fostering more dense development in transit corridors.
California	Executive Order B-48-18 Governor Jerry Brown set a target of 5 million zero-emission vehicles on the road by 2030.
California	SB 166 (2017) Prohibits cities and counties from approving projects that aim to reduce residential density.
Los Angeles	Measure JJJ Provides incentives for affordable housing in Transit-Oriented Communities, which guidelines identify as those located within ½ mile of major transit stops. Developments closer to transit stops receive increased incentives.
Santa Monica	Santa Monica Electric Vehicle Action Plan Triple the number of EV Charging stations from 89 in 2017 to 300 by 2020.

Goals



- A. Enhance communities and lives through mobility and equitable access to jobs and economic opportunity
- B. Provide high-quality mobility options that enable people to spend less time traveling
- C. Improve transportation-related health and safety outcomes
- D. Decarbonize freight corridors
- E. Reduce energy consumption and carbon emissions by transportation sector
- F. Improve transportation system reliability, user experience, and resiliency
- G. Amplify regional efforts to achieve a sustainable transportation system



lacounty.gov/sustainabilityplan

[#OurCountyLA](https://twitter.com/OurCountyLA)